

Roaring Fork Valley Safe Routes to School

School and Neighborhood Improvements Report



For additional information about Safe Routes to School contact Cathy Tuttle at 274-1875 or Larry Heinrichs at 274-0132 or go to www.newcenturytrans.org and click on Safe Routes to School

Please address questions or comments about content to lwheinrichs@newcenturytrans.org

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

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**Roaring Fork Valley Safe Routes to School Program
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Roaring Fork Valley Safe Routes to School Project report

In a previous document, called the Survey Handbook, we described the process for determining what is needed to evaluate our school and neighborhood streets and establish a successful and ongoing Safe Routes to School Program at your school—and to ultimately enhance the safety and health of our communities for years to come.

This document describes the findings from the School Site Surveys, Neighborhood Audits and Workshops that have been done to define, describe, quantify and prioritize the projects that are needed to increase safety and thus enable more parents to help and encourage their students to walk or bike to school.

The most urgent remediation projects are identified, with project cost estimates. This information will be forwarded to responsible organizations, which are city officials, county officials or school district administrators.



We believe that this prioritization and presentation process will yield the desired results in safe route remediation, and are confident that improvement of routes, parent / student education and specialized events will increase the number of students who will feel confident about walking or bicycling to their schools.

Our process included:

- Ø The School Site Audit, where we visited each school during their busy times, and reviewed the actual school traffic setting.
- Ø Neighborhood Audits, which were conducted by parents, to investigate their neighborhood and evaluate safety issues that might preclude their student from walking or biking to school.
- Ø Workshops, where concerned parents met with city officials, school representatives and the Safe Routes Team to identify areas that require remediation to create a safe route to their respective schools.

The following pages document each step of the process, and describe the projects and activities needed to encourage parents to have their students participate in walking or biking to school.

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School Site Audit - Background



The main goal of this exercise was to list SPECIFIC locations on the school site and the surrounding streets that need improvements. We watched what happened at the school during the morning drop-off and afternoon pick-up periods. We watched the traffic patterns and observed student movements. We also talked to parents, teachers (especially those with outside duty in the morning and afternoon), police and school principals about the problems, and have

compiled a list of what teachers or parents or police officers or our staff observed.

We looked for the major “hot spots” such as intersections that are difficult to cross, streets that need sidewalks, speeding traffic, students walking between cars and busses, missing or improperly placed crosswalks and other unsafe activities that occurred during the critical drop-off and pick-up times.

The following pages describe the workshops and activities for each town, with appendices that show the resulting inventory of projects that were identified by parents, school officials, city employees and specialized consultants.



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Aspen Campus Schools – School Site Audit Report

At this time, there is a major construction project in progress that will be completed over the summer. This project has temporarily rerouted and obliterated many normal pedestrian and bicycle routes to school for Middle and Elementary school students.

With that in mind, the SRTS team decided that a review of future plans would have to suffice as a substitute for a School Site Audit project.

This was completed as part of the Neighborhood Audit training session, which was held on April 10 at the Aspen High School Library.

Aspen Campus Schools – Workshop Report

Workshop Date:

April 24, 2007

Attendees:

Austin Weiss, Aspen Trails Manager
Lynn Rumbaugh, Transportation Manager, City of Aspen
Rebecca Driscoll, parent
Chris Moore, parent
Trisha Coyle, Senior Project Manager, City of Aspen
Dave Tolen
Kate Schwartzler, OTAK
Cathy Tuttle, NCTF
Kris Leahy, NCTF
Larry Heinrichs, NCTF

Workshop Notes:

Kate Schwartzler, OTAK Consultant, facilitated a review of maps of the surrounding area, and issues and problems related to safety were discussed and identified.

Please view Appendix A for a prioritized list of projects.

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It was determined during the workshop that an additional physical review would be needed, focused on issues surrounding the parent drop-off area at the Cottage, and pedestrian issues in the vicinity of Moore Drive and Maroon Creek. The additional site survey was conducted on May 1, 2007, and projects that resulted from that review are also included in Appendix A.



Sidewalk Missing. Maroon Creek Road & Moore Drive



Sidewalk Missing. Maroon Creek Road & Moore Drive



Moore Drive from Maroon Creek Road. Students Walk On the Road.



Student Drop off at the Cottage School. Child competes with High School Drivers



Student Drop off at the Cottage School. Child walks in ditch



Unmarked crossing to parking lot along Maroon Creek Drive. Lots of student foot traffic..

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Basalt Campus Schools – School Site Audit Report

Date: April 12, 2007

Audit Team:

Karen Roof, KRoof EnviroHealth Consulting
Suzanne Wheeler, Basalt Elementary School Principal
Keith Ikeda, Basalt Police Chief
Larry Heinrichs, NCTF

Basalt Elementary and Basalt Middle school are located on a campus that is adjacent to Two Rivers Road on the West and Cottonwood Drive on the North. During pick up and drop off times, Cottonwood Drive becomes extremely busy and becomes dangerous to cross. Basalt Elementary also has a parking lot immediately to the front of the school that has limited in and out access. This has forced school officials to create a left turn restriction from the parking lot to Cottonwood Drive, and has become a major irritant for drop-off traffic, since following Cottonwood Drive as marked will route traffic through the downtown area.

Basalt Middle School students are finding it easier to access Cottonwood Drive by walking thru the bus loading zone area. This combination of middle school students and busses will require a redesign of the student pathway and/or the bus drop off zone. The parent drop off lane requires additional marking – parents were observed driving through the parking lot and/or approaching the drop off lane from a reverse direction. Please view Appendix B for the resultant project inventory.

Basalt Campus Schools – Workshop Report

Workshop Date:

April 19, 2007

Attendees:

Leroy Duroux, Basalt Mayor
Larry Thompson, Basalt City Engineer
Keith Ikeda, Basalt Chief of Police
Susan Philip, Basalt Planning Director
Suzanne Wheeler, Principal, Basalt Elementary School

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Kris Sinko, parent
Peggy Beln, parent
Gayle Quarento, parent

Workshop Notes:

Kate Schwartzler, OTAK Consultant, facilitated a review of maps of the surrounding area, and issues and problems related to safety were discussed and identified.

Please view Appendix B for a prioritized list of projects.

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Carbondale Elementary and Middle Schools – School Site Audit Report

Date: April 9 & 10, 2007

Audit Team:

Karen Roof, KRoof EnviroHealth Consulting
Gene Schilling, Carbondale Police Chief
Cathy Tuttle, NCTF
Larry Heinrichs, NCTF

Components of the team audited Carbondale Community School, Carbondale Crystal River Elementary School, and Carbondale Middle School (currently Roaring Fork High School) during busy times. Major findings are as follows:

Carbondale Community School is a distance from the center of Carbondale, and bicycle and pedestrian routes are limited due to long distances and unsafe conditions for students when crossing State Highway 133. Several potential improvements were noted for students living nearby and for improved school grounds safety. View Appendix C for details.

Carbondale Crystal River Elementary school is a new school, with many safety features built as part of the school. Additional noted items were the need for a connection to a bike trail behind the school, and the need for a sidewalk along Snowmass Drive in front of the school. Crossing guards are also suggested for pedestrians crossing the driveway in front of the drop off driveway. View Appendix C for additional details.

Carbondale Middle School (now Roaring Fork High School) has a student parking lot that will require reconstruction for parent and bus drop off zones. The current parking lot is not supportive of bicycle and pedestrian traffic. Town and School officials indicated that required changes would be completed before the fall school term. At this time, students walking from the area of Carbondale Crystal Elementary are required to skirt the parking lot by an unpaved and muddy area. Bicycle racks will need to be moved from the Middle School. Planned improvements include additional Stop Signs and improved marking. View Appendix C for additional details.

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Carbondale Elementary and Middle Schools – Workshop Report

Workshop Date:

April 16, 2007

Attendees:

Ellie Kennedy, Carbondale Public Works
Kate Schwartzler, OTAK
Cathy Tuttle, NCTF
Larry Heinrichs, NCTF
Terri Ritchie
Lori Spence
Colin Laird
Steve Zelaznik
Laura Kirk
Adam Carballeira
Mike Doksrtty
John Hoffman
Kathryn Camp

Kate Schwartzler, OTAK Consultant, facilitated a review of maps of the surrounding area, and issues and problems related to safety were discussed and identified.

Ellie Kennedy, Carbondale Public Works, gave the group valuable insight into current and planned projects.

Please view Appendix C for a prioritized list of projects.

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Glenwood Springs Elementary and Middle Schools – School Site Audit Report

Date: April 11-12, 2007

Audit Team:

Karen Roof, KRoof EnviroHealth Consulting
Mike McDill, Glenwood Springs City Engineer
Cathy Tuttle, NCTF
Kristine Leahy, NCTF
Larry Heinrichs, NCTF

Components of the team audited Sopris Elementary School, Glenwood Elementary School and Glenwood Middle School during busy times. Major findings are as follows:

Sopris Elementary School

In the Student Drop Off Area, there is not a raised curb separating vehicles from pedestrians, children are crossing the drop off lanes.

In the Bus Loading Zones there is two-way traffic in the bus loading zone.

On adjacent sidewalks, bicycle routes are not designated by signage, and there were no marked bicycle lanes present.

Adjacent intersection sidewalks on Mt. Sopris Drive in front of school are not raised with curbs, curb ramps are not in all adjacent intersections, there is missing traffic control, such as stoplight and stop signs, and pedestrian walk signals are not in use.

General observations included illegal U-turns at many places during busy times, Busses blocking drop off parent driver views, and the nearby Midland Ave Traffic Corridor is not pedestrian-friendly.

Parents were observed parking in front of No Parking signs during drop off and pick up times.

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Glenwood Springs Elementary School

School Avenue one-way signage is confusing, drivers misread the signs and make turns onto the street. Crosswalks are not adequately marked at 9th and School Avenue and on Pitkin street.

Pitkin avenue traffic is speeding in the school zone area. Adult crossing guards may be needed in the area, and improved crosswalk marking with stand-up street signs are suggested.

The back area has an entrance for bicycles from the bike trail, but it is rather muddy and hard to use.

Additional projects and comments are documented in Appendix D.

Glenwood Springs Middle School

During bad weather, the drop off area can become congested and traffic backs up onto Soccer Field Road. Maybe a crossing guard program is needed.

Cars going the wrong way in a one-way bus drop-off zone. Enforcement is needed.

Students crossing Highway 6 to get to the bus stop need a highlighted crosswalk. It is not well marked, and traffic is dangerous in this area.

Additional projects and comments are documented in Appendix D.

Glenwood Springs Elementary and Middle Schools - Workshop Report

Workshop Date:

April 18, 2007

Attendees:

Kate Schwartzler, OTAK
Mike McDill, Glenwood Springs Engineer

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Terry Wilson, Glenwood Springs Police Chief
Bruce Christensen, Glenwood Springs Mayor
Cathy Tuttle, NCTF
Kristine Leahy, NCTF
Larry Heinrichs, NCTF
Karen Dixon
Katie Gambardella
Lynne Cassidy
Jennifer Holmgren
Marty Mazzotta
Terri Montoya
Julie Stepniewski
Konnie Krahn-Prosence
Todd Leahy
Susan Blizzard
Tom McRaith
Jeanne Golay
Tim Burns

Kate Schwartzler, OTAK Consultant, facilitated a review of maps of the surrounding area, and issues and problems related to safety were discussed and identified.

Mike McDill, Glenwood Springs City Engineer, gave the group a review of current and planned projects.

Please view Appendix D for a prioritized list of projects.

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Project Inventory Appendixes - Description

The attached inventories represent a summary of findings from the school audits, neighborhood audits and design workshops. They are arranged by city or town name.

At the end of each workshop, we asked the participants which projects they deemed to be the most critical for creating safe routes for their children. We then created a separate category of high priority items, asked each city engineer what projects are in progress, then applied industry standard estimates to the rest of the priority projects. We want to stress that these estimates are general estimates to be used for planning.

The remaining projects are categorized by type, and listed, along with the status of each project, (status as defined by each city engineer) as part of each city or town's inventory list.

Acknowledgements

The Safe Routes Team wishes to thank all parents and school staff and city employees who took the time to attend the meetings and fill out the forms. Your participation has (and will) make the difference.

We already have seen improved street markings and projects initiated that remediate some of the most critical needs outlined by you.

Thank you.

Cathy Tuttle, Project Manager
Larry Heinrichs, Project Consultant
Kristine Leahy, Parent Coordinator

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Appendix A – Aspen Project Inventory

Aspen Safe Routes Project Inventory

| School | Project | Comments | Status (Aspen Engineer Comments) | Approximate Cost |
|---------------------------|--------------------------|--|----------------------------------|--|
| ☛ TOP PRIORITIES | | | | |
| Aspen School Campus (ASC) | Cottage parking area | Students have to walk on the road. No bike / pedestrian lanes are designated | | <ul style="list-style-type: none"> • Consultant familiar with parking lot circulation issues needs to examine parking lot and determine traffic circulation. • Possible pedestrian barriers such as bollards could be installed. <ul style="list-style-type: none"> ○ \$200 - \$500 each |
| ASC | Moore Drive intersection | Dangerous with traffic / pedestrian / student mix. | | <p>Improvements may include:</p> <ul style="list-style-type: none"> • Two new crosswalk markings <ul style="list-style-type: none"> ○ \$2,000 (Thermoplastic) ○ \$200 (Paint) • Additional warning signs <ul style="list-style-type: none"> ○ \$150 each |
| ASC | Castle Creek Bridge | Only reasonable way to cross from Aspen proper to the campus; narrow, traffic. | | Consultant familiar with pedestrian bridge crossings needs to be hired to analyze feasibility scenarios and to estimate cost. |
| ASC | ARC bus stop | Congestion during busy times; pedestrians must walk in the ditch along side of road. | Planning Stages | City to determine costs |

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| School | Project | Comments | Status (Aspen Engineer Comments) | Approximate Cost |
|-------------------|---|--|----------------------------------|---|
| | Moore Drive and between Maroon Creek and High School Road | No sidewalk; need safe place for students/pedestrians to walk, including people trying to get to bus stop. | | New sidewalk needed <ul style="list-style-type: none"> A concrete sidewalk is approx. \$4.00 per square feet to install. Prior to installation the site needs to be analyzed for proper placement of pathway and accurate estimate of costs. |
| | ARC bus stop / Maroon Creek Bridge | No crosswalk from bus stop by ARC (west side) across street to Maroon Bridge. People need a way to safely cross. | Planning Stages | City to determine costs |
| | Crosswalk by hospital | Difficult intersection because it's a blind area; possibly add speed table, lighted sidewalk | | Improvements may include: <ul style="list-style-type: none"> Speed Table <ul style="list-style-type: none"> \$2,000 Additional Lighting <ul style="list-style-type: none"> Bollard Lighting - \$400 to \$800 each Light Standards - \$2,000 each |
| Ⓒ CROSSING | | | | |
| | Underpass | Is there room for an underpass on town side of river? | | |
| | Pyramid / Hwy 82 crossing | Crossing issue will probably be cleaned up. | | |
| | ARC / Maroon Creek crossing | Crossing Maroon Creek from pathway behind ARC (where underclassmen park) is unsafe. CDOT may be reviewing. | Planning Stages | City to determine costs |

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| School | Project | Comments | Status (Aspen Engineer Comments) | Approximate Cost |
|--|--|--|----------------------------------|------------------|
| | Tiehack / Hwy 82 | Dangerous intersection with no place to walk | | |
| | ADA-compliant ramps | City is working on these | Scheduled or Planning | |
| ☞ SIGNAGE / STRIPING | | | | |
| | | | | |
| | High school parking lot | Signage and possibly circulation need to be improved. Needs to be one way. | | |
| | Tiehack / Stage Road | Needs pedestrian crosswalk striping. | | |
| | AABC trail terminus | Signage, improved markings, etc. may be needed | | |
| | Maroon Creek / Glen Dee Rd | Needs striping | | |
| | Bike path markings | Striping on outer edge would improve visibility, especially at dusk. | | |
| ☞ SIDEWALK, TRAIL, AND BIKE LANE CONNECTIONS AND IMPROVEMENTS | | | | |
| ASC | Fivetrees Metro Dist., School bike/ped sidewalk and trail coordination | Jim Caparelli is working with Fivetrees to determine their requirements; include him in further discussions/definitions. | | |
| ASC | Power Plant Road trail | Trail is too steep for student use. | | |
| | Zone 6 (rural) sidewalks | No sidewalks will be installed, per City regs. | | |

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| School | Project | Comments | Status (Aspen Engineer Comments) | Approximate Cost |
|--|---------------------------------|---|----------------------------------|------------------|
| ASC | Highlands to School trail | Trail connection needed | | |
| ASC | Burlingame to North Forty trail | Trail connections needed | | |
| | Burlingame to campus | Connection needed | | |
| | Burlingame to Deer Hill | Connection needed | | |
| ASC | Connecting trail around AABC | Connect the North Forty to the city trail system | | |
| | Castle Creek bridge | Weak link for kids walking/biking from town; issues with bridge. | | |
| | Pedestrian bridges | No winter maintenance. May be able to keep Nordic use side-by-side. People take shortcuts instead of going up and over. | Planning Stages | |
| | Maroon Creek / Boomerang | Trail ends; no sidewalk or trail beyond. | | |
| | Northstar into City | Needs trail connection along SH 82 | | |
| | Clark's Market | Needs trail behind | | |
| | West Hopkins to East Hopkins | Needs bike lane | | |
| ☛ CONGESTION, TRAFFIC, AND PARKING ISSUES | | | | |
| | Cottage parking | No safe student drop-off. | | |
| ☛ EDUCATION / AWARENESS | | | | |

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| School | Project | Comments | Status (Aspen Engineer Comments) | Approximate Cost |
|--------|---|--|-------------------------------------|------------------|
| All | Effective City / County / School Bike and Pedestrian Coordination | Jurisdictional lines sometimes interfere with effective solutions to pedestrian / traffic issues | | |

Assumptions

- Approximate costs were provided for Top Priorities Only.
- Approximate costs are for planning purposes only.

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Appendix B – Basalt Project Inventory

Basalt Safe Routes Project Inventory

| School | Project | Comments | Status (Basalt Engineer Comments) | Approximate Cost |
|--------------------------------|---|--|-----------------------------------|---|
| ☛ TOP PRIORITIES | | | | |
| Basalt Elementary School (BES) | Cottonwood—Elementary entrance crosswalks | Crosswalk placement reflects the old elementary school. Remove old and place new crosswalks in proper places. May be improved as part of repaving project. | Planned and budgeted, Summer '07 | To be determined by Town of Basalt |
| BES | Cottonwood—Parking | Add “No Parking” signs on Cottonwood. Some parents avoid the elementary parking lot by parking along Cottonwood, which causes congestion and contributes to a dangerous crossing situation. May be improved as part of repaving project. | | Additional “No Parking” signs need to be installed. May be provided as part of repaving project. <ul style="list-style-type: none"> • Installing signs <ul style="list-style-type: none"> ○ \$150 each |
| BES | Cottonwood—Stop Signs | Evaluate the intersection by the bus lane. Place 2 stop signs on Cottonwood to control traffic flow at the intersection. | Planned and budgeted, Summer '07 | To be determined by Town of Basalt |
| BES | Elementary parking lot | School District needs to look at redesigning this areas to | By RFSD | The School District should hire a consultant experienced with designing |

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| School | Project | Comments | Status (Basalt Engineer Comments) | Approximate Cost |
|----------------------------|---|--|--|---|
| | entrance and exit congestion | adequately address safety concerns | | efficient circulation patterns. The consultant could also provide a cost estimate for the necessary improvements. |
| Basalt Middle School (BMS) | Signage and striping at student dropoff | The middle school needs additional signs and striping to direct drop-off traffic. Currently, parents are driving thru the parking area both ways, instead of using the drop-off lane | By RFSD | <ul style="list-style-type: none"> • Signs <ul style="list-style-type: none"> ○ \$150 each • Striping <ul style="list-style-type: none"> ○ \$200 - \$1,000 depending on extent of striping needed |
| ☛ CROSSING | | | | |
| BES/BMS | Hwy 82 and Basalt Ave. | Needs safe crossing, possibly an overpass. | Conceptual planning underway; CDOT enhancement grant applied for; not budgeted; no schedule for construction | |
| BES/BMS | Underpass on Midland Avenue at Hwy 82 | Needs safe crossing. There is a design being considered for an underpass to allow for crossing of Hwy 82 | Conceptual planning underway; CDOT enhancement grant applied for; not budgeted; no schedule for construction | |
| BES/BMS | From school grounds across Cottonwood to park trail | Needs safe crossing | Crosswalk planned and budgeted for summer '07 | |
| BES | Two Rivers Road | Needs improved crosswalk placement | | |
| ☛ SIGNAGE/STRIPING | | | | |
| BMS | Middle School drop-off area | Need better signage and marking for Middle School | | |

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| School | Project | Comments | Status (Basalt Engineer Comments) | Approximate Cost |
|--|---|--|--|------------------|
| | | drop-off area | | |
| BES | Parent parking on Two Rivers Road | Would like additional diagonal striping to allow for additional stopping along Two Rivers Road. | | |
| BES | Left-turn elementary exit | Parents ignore the “no left turn” sign, which requires extra driving through downtown. Evaluate use of the sign and re-design the exit from the parking lot to allow left turns. | | |
| ☞ SIDEWALK, TRAIL, AND BIKE LANE CONNECTIONS AND IMPROVEMENTS | | | | |
| BES/BMS | Cottonwood – above River Cove and Village Ct. | Narrow street and sidewalk | | |
| BMS | Bus lane / student walkway improvements | Middle school students are cutting thru the bus lanes instead of using the designated walkway. | | |
| BES | Blue Lake to school | Needs improved bike and pedestrian route. | | |
| BES | JW Drive | Sidewalk is unsafe. | | |
| | Between Emma Trail and Willits Trail | Connection needs to be provided. | Construction of bridge to connect trails is underway; completion expected Fall '07 | |

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| School | Project | Comments | Status (Basalt Engineer Comments) | Approximate Cost |
|-------------------------------|--------------------------------|--|-----------------------------------|------------------|
| ☞ CONGESTION/ PARKING | | | | |
| BES/BMS | Parking Lot | Review layout, circulation of parking lot | | |
| ☞ EDUCATION/ AWARENESS | | | | |
| BES/BMS | Parent Education | Send flyers home to parents regarding staged pickup times, waiting somewhere in vicinity of the Middle school, crossing guards, sending petition to school | | |
| BES | Parent Safety Awareness | Parents doing pickup are passing other cars in the wrong lane, parking on sidewalks, ignoring turn signs. | | |
| BES | Start a crossing guard program | Possibly parents and/or 5 th graders | | |

Assumptions

- Approximate costs were provided for Top Priorities Only.
- Approximate costs are for planning purposes only.

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Appendix C – Carbondale Project Inventory

Carbondale Safe Routes Project Inventory

| School | Project | Comments | Status (C'dale Public Works Comments) | Approximate Costs |
|-------------------------|--|---|---|--|
| ☞ TOP PRIORITIES | | | | |
| All | 133 and Main | Needs pedestrian-activated signal light | | New pedestrian activated signals can cost \$70,000. The existing signal could be analyzed by CDOT for better timing and more cost effective improvements. |
| CCS | Improved pedestrian facilities at Village Road and 133 | Needs improvements to accommodate pedestrians. A RFTA Park-and-Ride is being built here and may include some improvements (will have a traffic signal). | Signal is scheduled to be installed this year | To be determined by RFTA/Town of Carbondale/CDOT |
| CRES / CMS | Snowmass and 133 | Pedestrian crossing facilities, speed control | | Improvements may include: <ul style="list-style-type: none"> • Better signage <ul style="list-style-type: none"> ○ \$150 each • Striping for crosswalk <ul style="list-style-type: none"> ○ \$2,000 (Thermoplastic) ○ \$200 (Paint) |
| CRES / CMS | Sopris and 133 | Pedestrian crossing facilities such as a pedestrian-activated light, improved lighting, speed control | | Improvements may include: <ul style="list-style-type: none"> • Pedestrian activated light <ul style="list-style-type: none"> ○ \$70,000 • Better signage |

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| School | Project | Comments | Status (C'dale Public Works Comments) | Approximate Costs |
|--|--|--|---------------------------------------|---|
| | | | | <ul style="list-style-type: none"> ○ \$150 each • Improved Lighting <ul style="list-style-type: none"> ○ Bollard Lighting - \$400 to \$800 each ○ Light Standards - \$2,000 each |
| CRES / CMS | Improved speed enforcement | Includes several locations | | To be determined by Town |
| CRES / CMS | Restart a Crossing Guard Program | Possibly seasonal | | Possible expenses include portable signs and safety vests and could be in the range of \$500. |
| ☛ CROSSING | | | | |
| | Main and Snowmass | Pedestrian-activated light | | |
| | 133 at RVR crossing | Provide pedestrian refuge | | |
| ☛ SIGNAGE/STRIPING | | | | |
| | South of Meadowwood drive | Would like it to be a designated school zone | Working with CDOT | |
| ☛ SIDEWALK, TRAIL, AND BIKE LANE CONNECTIONS AND IMPROVEMENTS | | | | |
| All | 133 (west Side) in the area of the new park and ride | Install new sidewalk; would like to have along length of 133 on west side. | | |
| CRES / CMS | Crystal River Drive. | Sidewalk needed | | |

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| School | Project | Comments | Status (C'dale Public Works Comments) | Approximate Costs |
|------------|--------------------------------------|--|---------------------------------------|-------------------|
| CRES / CMS | Miner's park (by Hendrick Ranch) | Add a bike path / trail | | |
| CRES /CMS | Weant at Sopris Park | Sidewalk needed | | |
| ALL | Garfield Avenue | Provide a connection across Sopris Park for a continuous trail (including curb cuts) | | |
| CRES | New elementary school | Need connection from existing RFTA trail to campus | | |
| CRES / CMS | New school (between schools) | Need sidewalk in front | | |
| CMS | Middle school parking lot | Need sidewalk on east side | | |
| ALL | Miner's Park from Garfield St | Need trail connection | | |
| ALL | Hendrick Rd adjacent to Miner's Park | Need path or sidewalk on both sides of road | | |
| ALL | Hendrick Rd and Greystone | Need trail crossing connection | | |
| ALL | Community garden | Need sidewalk connection in front | | |
| | Main Street/133 | Need to extend trail | | |
| CRMS | CRMS | Needs trail connection to the school | | |
| ALL | Rio Grande | Need connection from | | |

**Roaring Fork Valley Safe Routes to School Program
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| School | Project | Comments | Status (C'dale Public Works Comments) | Approximate Costs |
|-----------------------------|------------------------------------|--|---|-------------------|
| | Trail around Painted Lady Lane | neighborhood to trail | | |
| ALL | Sopris Park | Need connection through park, including curb cut at both ends | | |
| ALL | Weant from Glessier Dr | Sidewalk needed | | |
| ALL | Crystal Bridge Dr to 133 | Sidewalk connection needed | | |
| ALL | New bridge at 133 / 82 | Encourage pedestrians to use upvalley side; possible undercrossing. CDOT is working on plans for bridge improvements | Construction to begin fall of this year | |
| ALL | General maintenance | Maintenance of trails/paths/shoulders (gravel covering paths etc.) | | |
| ☛ CONGESTION/PARKING | | | | |
| CRES / CMS | Catherine Store Rd and Snowmass Dr | Needs improved traffic control | | |
| CRES / CMS | Snowmass Dr | Add speed bumps | Traffic calming paint | |
| CRES / CMS | Speeding on Village Rd | Speed bumps recommended | | |
| CRES / CMS | Village Smithy Area | Traffic calming needed | | |
| CRES / CMS | 133 and Weant | Traffic calming, speed bumps needed | | |

**Roaring Fork Valley Safe Routes to School Program
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| School | Project | Comments | Status (C'dale Public Works Comments) | Approximate Costs |
|-----------------------|--|--|---------------------------------------|-------------------|
| ALL | Traffic Control/Police | Safety flags at crossings; resurrect crossing guard program (seasonal use) | | |
| CRES / CMS | 3 rd St behind Village Smithy | Add stop signs to calm traffic | | |
| | Village Rd at Buggy Circle | Need signage, speed bumps, traffic control | | |
| | 133 and Valley Ranch Dr | Need full light | | |
| ☛ EDUCATION/AWARENESS | | | | |
| ALL | Reduce speeding | Visual cues to slow down | | |

Assumptions

- Approximate costs were provided for Top Priorities Only.
- Approximate costs are for planning purposes only.

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

Appendix D – Glenwood Springs Project Inventory

Glenwood Springs Safe Routes Project Inventory

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|------------------|---|--|--|--|
| ☛ TOP PRIORITIES | | | | |
| | Midland Avenue Signage/painting | Corridor needs safety improvements, including bike lanes in both directions, better signage and crossing | City is currently selecting a consultant to develop a plan for this whole corridor with and emphasis on traffic calming. | Cost to be determined by City. |
| GSES / GMS | 8 th Street crossing near Farnum-Holt Mortuary | Speeding traffic, crosswalk sign faded, requires more aggressive center-street signage. | We have a center street sign on order for this location. | Improvements could also include: <ul style="list-style-type: none"> • Repainting the sidewalk <ul style="list-style-type: none"> ○ \$2,000 (Thermoplastic) ○ \$200 (Paint) • Installing a pedestrian activated signal <ul style="list-style-type: none"> ○ \$70,000 |
| GSES | Intersection of 10 th and Pitkin Ave | Crosswalks need to be repainted; needs improved school zone signage; speeding needs to be enforced. | X-walk will be repainted. Looking into lowering beacon. | Improvements could also include: <ul style="list-style-type: none"> • Adding two school zone signs <ul style="list-style-type: none"> ○ \$150 each • Adding a speed table <ul style="list-style-type: none"> ○ \$5,000 • Adding a speed bump <ul style="list-style-type: none"> ○ \$2,000 |
| SES /GMS | Intersection of | Extremely busy intersection. | Developer at southeast corner is | Prior to the construction of a |

Roaring Fork Valley Safe Routes to School Program School and Neighborhood Improvements Report

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|------------|---|--|--|--|
| | 27 th Street and Grand Ave | No stop from east to west and no marked crosswalk on the east side of the intersection. Intersection is also where River Trail connects to trails south of town. | designing a new roundabout with sidewalks at this location. Hopefully, it will be built in 2008. | roundabout, short term improvements could include: <ul style="list-style-type: none"> Repainting the sidewalk <ul style="list-style-type: none"> \$200 (paint) Adding additional warning signs <ul style="list-style-type: none"> \$150 each |
| GSES | River Trail connection to back of GSES | Currently muddy and difficult to bike or walk; needs small repairs to be very useful; needs connection to front of school. | | A continuous pathway needs to be constructed <ul style="list-style-type: none"> An asphalt path is approximately \$2.50 per square foot to install. Prior to installation the site needs to be analyzed for proper placement of pathway and accurate estimate of costs. |
| All | Carpooling to schools | Encourage parents to carpool with flyers, newsletters, web page, central sign-up location, designated parking area. | | <ul style="list-style-type: none"> Flyer - \$200 Newsletter - \$400 Striping for designated carpool spaces – \$400 Signage for designated carpool spaces - \$150 each |
| GMS | RFTA bus stop near Soccer Field Road in West Glenwood | Hwy 6&24 is difficult to cross—need additional pedestrian crosswalk facilities | | Additional warning signs need to be placed. <ul style="list-style-type: none"> \$150 per sign |
| C CROSSING | | | | |
| | Intersection of | Needs improvement | | |

**Roaring Fork Valley Safe Routes to School Program
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| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|--|--|---|--|--------------|
| | 6 th and Laurel | | | |
| GSES | School St | Need bulbout to increase visibility | | |
| GSES | 7 th Street behind City Hall | Dangerous crossing between City Hall and parking area | Hope to have a plan for re-aligning 8 th St. by spring of 2008 for construction that year. | |
| GSES | 8 th and Midland stoplight | Pedestrian light does not provide enough time for safe crossing. | | |
| SES | Intersection of Midland and Mt. Sopris Dr | Dangerous intersection for bicyclists and pedestrians. | There is talk of constructing sidewalk around Mtn. Valley, but no budget in 2007 or 2008. | |
| | Intersection of 13 th and Midland | Speeding traffic; blind curve. Install center island. | We are currently selecting a consultant to develop a plan for this whole corridor with and emphasis on traffic calming. | |
| Yampa | Midland Ave. at Yampa | Crosswalk is not clearly marked | A new x-walk facility is in design for construction later this fall. | |
| GMS | Intersection of Hwy 6 and Devereaux Rd | No crosswalk or signals to cross Hwy 6 at Devereaux, which is one of the only ways to get from Two Rivers Park to GMS | Plans are about 75% complete for a roundabout w/ walks at this intersection to be constructed this fall and next summer. | |
| ☛ SIGNAGE / STRIPING | | | | |
| GSES / GMS | Blake Avenue bike lanes | Need to be repainted (completed 6/07) | | |
| ☛ SIDEWALK, TRAIL, AND BIKE LANE CONNECTIONS AND IMPROVEMENTS | | | | |

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|----------|--|--|--|--------------|
| GMS | Exit 114 Roundabout Improvements | Roundabouts are difficult for middle school students to navigate. Provide signage, improved marking, additional islands | | |
| GMS | Devereux Road | No sidewalks or bike lanes; this road is the only access to the west toward the middle school. | Budget in 2008 to construct a bike/ped bridge adjacent to traffic bridge to connect planned roundabout with pathway in Two Rivers Park | . |
| GMS | West Glenwood /Colorado River pedestrian bridge | Recommended in Parks and Recreation Master Plan. | | |
| GMS/GSES | Exit 116 connection of the Roaring Fork Trail/Glenwood Canyon/West 6 th Ave Trail | Recommended in Parks and Recreation Master Plan. | | |
| GMS | Centennial Street/West 6 th Street connecting trail | Recommended in Parks and Recreation Master Plan. | | |
| SES | Midland Ave bike paths | Currently on one side of street; both sides need paths. No painted bike lane symbol or other sign; path should be colored and/or raised. | Will be constructing a separated pathway from Cardiff Glen to the south edge of the Mtn. Valley property this fall. | |

**Roaring Fork Valley Safe Routes to School Program
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| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|-----------|---|--|--|--------------|
| GSES/GMS | Connect River Trail to 8 th Street bike lanes | Recommended in Parks and Recreation Master Plan. | | |
| GSES | 12 th Street / Grand Avenue pedestrian underpass | Dirty; dimly lit; uncertain footing. All-weather footing would enhance usefulness. | | |
| SES / GES | S. Grand Avenue by Berthod Motors | Sidewalk disappears | | |
| SES | 27 th Street Pedestrian Bridge | Recommended in Parks and Recreation Master Plan. | | |
| SES | CR 154 – (Riverside Cottages area) | No sidewalks or bikeways; blind curves; high-speed traffic. | | |
| SES | Mt. Sopris Drive. | No bike paths. Bikes ride on sidewalk or on road shoulder where many cars park. | | |
| SES | Westbank River Trail south of Cardiff Pedestrian Bridge | Recommended in Parks and Recreation Master Plan. | | |
| GSES | 7 th Street Railroad Underpass | Narrow sidewalk; speeding traffic. | Could be eliminated with new 8 th Street Re-alignment project | |
| SES | CR 156 / | Sidewalk missing. Unmarked | | |

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|--|--|---|---|--------------|
| | Midland Ave | bike path. 20-40 feet. Too close to traffic. | | |
| GSES | Midland Ave. and Overlin Dr | Sidewalk and curbing disappear | | |
| GMS | Glenwood Meadows / Community Center / Devereux Rd connection | Recommended in Parks and Recreation Master Plan. | | |
| GMS | Missing bike trail / sidewalk from Meadows to GMS | Sidewalk ends at the Community Center and then between Midland and the middle school. | The portion from the Community Center to E. Meadows Drive will be bid for construction this fall. | |
| SES | Mountain Market and mobile home park | Sidewalk areas not maintained. | | |
| GMS | Hwy 6&24 sidewalk | Sidewalk is at grade and covered with gravel; needs maintenance. | | |
| ☙ CONGESTION, TRAFFIC, AND PARKING ISSUES | | | | |
| GSES | Bennett Avenue | Speeding traffic | | |
| SES / GSES | CR 154 in front of Sportland | Roadway is partially covered with various sporting equipment. | | |
| SES / GSES | S. Grand Ave by Berthod Motors | Trucks park on roadway, traffic has to navigate, unsafe | | |

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|--------------------------------|---|--|---|--------------|
| | | for bikes and pedestrians | | |
| SES | Mountain Market area | Needs a speed bump like those on Park Ave by the High School. | | |
| GES | Intersection of 10 th Street and Midland Ave | Traffic does not stop; large congregation of students with no shelter or place to stand; inadequate signage for school children. | We are currently selecting a consultant to develop a plan for this whole corridor with and emphasis on traffic calming. | |
| SES | CR 154— Mobile Home Park / Berthod Motors | Cars exit mobile home park at high speeds. | | |
| SES / GES | CR154 / 33 rd St. Trail intersects & crosses CR154 / Grand Avenue. | Need crosswalk / “bikes on road” warning signs. A proposed daycare school on east side of Grand will increase traffic in the area. | Looking at improving signage and re-painting crossing. | |
| SES | Park West / CR 117 | Blind bicycle/auto intersection. Can big mirrors be installed for visibility? Curb cuts and sidewalks need to be standardized. | | |
| ☛ EDUCATION / AWARENESS | | | | |
| GES / GMS /SES | Parent Carpool Exchange | Provide a facility for parents to locate others interested in carpooling on roads where walking, biking, and /or | | |

**Roaring Fork Valley Safe Routes to School Program
School and Neighborhood Improvements Report**

| School | Project | Comments | Status (GWS Engineer Comments) | Approx. Cost |
|--------|--|--|--------------------------------|--------------|
| | | busing are not feasible | | |
| GSES | Crossing guards at intersections on Pitkin & Grand Ave | Additional assistance for students walking to GSES | | |

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